Statement II

Statistics of Compensation paid for Baggage Mishandling in 1990, 1991 and 1992

	1990	1991	1992
Delhi	*Rs. 77,918.40*	*Rs. 3,00,118.00*	Rs. 1,60,722.07
Bombay	Rs. 1,30,442.85	Rs. 2,89,384.30	Rs. 3,18,707.00
Madras	Rs. 2,06,089.58	Rs. 3,73,462.19	Rs. 6,13,119.20
Calcutta	Rs. 2,56,721.65	Rs. 2,38,538.63	Rs. 1,33,249.45
Total	Rs. 6,71,172.48	Rs. 12,01,503.12	Rs. 12,25,797.72

802. [*Transferred to 13th May, 1993*]

Accidents at national and international airports

803. SHRI RAMACHANDRAN PILLAI :
SHRI SAMAR MUKHERJEE : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is the number of accidents that have taken place at the national and international airports within country *during the lst three years involving staff* of Indian Airlines and Air India;

(b) the number of casualties in each case and the extent of damage to aircraft and property in each case;

(c) what is the compensation paid in each case to the victims; and

(d) what is the number of cases out of these that are under prosecution ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) A statement is attached (See on page No. 75—76).

(d) Nil.

Maintenance Schedule and Check laid down by DGCA

804. SHRI SAMAR MUKHERJEE : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what are the various routine maintenance schedules and checks laid down by the DGCA for civilian aircraft operating regular scheduled services;

(b) whether the air taxi operators are to comply with such maintenance schedules and checks;

(c) whether the air taxi operators have procured infrastructure facilities to carry out such checks; and

(d) which are the airports where such facilities have been provided for ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Various routine maintenance and check schedules are prepared by the operators based on the recommendations of the manufacturers. These schedules/checks include routine checks, special checks and maintenance practices for the aircraft. As far as Indian Airlines/Air India are concerned, these schedules are approved by the Quality Control Manager under the delegated authority of DGCA. Maintenance Schedules for other operators, including Air Taxi operators, are approved by the DGCA.

STATEMENT

Sl. No.	Year	Place of Accident	Carrier (Aircraft)	Damage to Aircraft	Casualties (Passengers & Crew)	Compensation
1	2	3	4	5	6	7
1.	1990-91	Delhi	Air India (B-747)	Substantial	NIL	NIL
2.	1991-92	Imphal	Indian Airlines (B-737)	Destroyed	69	Compensation in respect of 60 cases has been settled for a total amount of Rs. 297.15 lakhs.
3.	1992-93	Udaipur	Indian Airlines (B-737)	NIL	NIL	NIL
4.	1992-93	Delhi	Indian Airlines (TU-154) leased aircraft	Destroyed	NIL	Compensation amounting to Rs.0.43 lakh has been settled in respect of 11 injured passengers.

(b) Yes, Sir.

(c) The Air Taxi Operators have the requisite infrastructural facilities to carry out the lower checks for which they have got approval from the DGCA. However, for major checks, for which facilities are not available with them the Air Taxi Operators can get these checks carried out at approved facilities in India or abroad.

(d) Air Taxi Operators have the facilities to carry out the routine maintenance inspection at Delhi, Bombay and Indore airports where some of these operators are based.

Passengers Carried by Air Taxi Operators

805. SHRI RAMACHANDRAN PILLAI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 33 given in the Rajya Sabha on the 23rd February, 1993 and state :

(a) the number of passengers carried by such air taxi operators for the financial year 1991-92; and

(b) the amount of Inland Air Travel Tax (IATT) collected by each air taxi operator and deposited with Government?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) During 1991-92, air taxi operators carried 41,916 passengers.

(b) Information is being collected and will be laid on the table of the House.

DGCA Misled by Continental Aviation

806. SHRI RAMACHANDRAN PILLAI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government are aware of the fact an air taxi operator viz. Continental Aviation has misled the DGCA with regard to the year of manufacture of R-27 aircraft leased by them for air taxi operations; and

(b) if so, what steps Government propose to take in this respect and also the action taken to prevent such a repetition ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) (a) to (b) Yes, Sir. In the case of M|s. Continental Aviation, the certificate of airworthiness of the F-27 aircraft was immediately withdrawn and permission to fly the aircraft refused. Verification of information provided in the application, from independent sources is done wherever necessary to ensure authenticity of details given by the air taxi operators.

Losses due to strike by the officers and staff of Air India and Indian Airlines

807. SHRI PASUMPON THA KIRUTTINAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of times the officers and staff of Air India and Indian Airlines have gone on strike during the last three years, separately, Corporation-wise, and the number of officers and employees involved in each strike and also the actual days each strike last;

(b) what is the total loss suffered by either of the Corporation due to strikes, during this period, year-wise; and

(c) the steps taken by Government to avert such strikes ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) During the last 3 years, there have been 6 occasion on which Air India Employees went on strike; in the case of Indian Airlines, there were five such occasions. Details of the period of strike are indicated below. It is not possible to give the exact number of employees invited in each strike.